

Chapter 4: Temporary Pavement

4.1 Definitions & Abbreviations

Temporary Pavement – Additional pavement that is needed for maintenance of traffic during a particular phase of construction and may or may not be removed later in the construction sequence.

Temporary Alignment – A horizontal and/or vertical alignment that differs from both the existing and proposed alignments. It is requested by Work Zone Traffic Control Section for the maintenance of traffic and designed by Roadway Design.

4.2 Policies

The Work Zone Traffic Control Section is responsible for identifying the need of temporary pavement or temporary alignment based on maintenance of traffic needs. In addition, the Work Zone Traffic Control Section is responsible for contacting and coordinating with the Roadway Design Unit about any temporary pavement needs. The following is information that WZTCS need to provide to the Roadway Design Unit:

- Locations of the temporary pavement such as station limits
- Width of temporary pavement
- Duration
- ADT and percent of truck traffic

The Roadway Design Unit is responsible for calculating the temporary pavement quantities and will contact the following:

- Pavement Management Unit: To determine a pavement design for the temporary pavement.
- Division Construction Engineer: To ensure there are no unforeseen problems with the temporary pavement.
- Hydraulics Unit: To design temporary drainage that may be needed due to the addition of temporary pavement and/or temporary alignment.
- Right-of-Way Branch: To include additional right-of-way or easements that may need to be acquired if the temporary pavement is located outside the proposed right-of-way. If additional ROW or easements cannot be acquired, other measures or options to maintain traffic may need to be considered.
- Utilities Section: To address Utilities conflicts that may arise, especially if the temporary pavement is located outside the footprint of both the existing and proposed roadways.

4.3 Design Issues/Criteria

Temporary pavement is often an option for maintaining traffic on projects where the width of the proposed or existing roadway in a particular phase is insufficient to maintain the desired traffic pattern. There are other options that may be considered in lieu of temporary pavement such as *shoring, flaggers, detours, etc.*

Temporary pavement is also an option on Interstate Projects where traffic is shifted to the existing shoulder. If the existing shoulder's pavement structure is not adequate to carry the required traffic load and/or rumble strips exist, it will be necessary to remove or mill the existing shoulder pavement structure and replace it with a new pavement structure. The Pavement Design Unit will make that determination.

Temporary pavement can either be a lateral extension of the existing or proposed pavement or may follow a completely different alignment with different vertical and horizontal profiles from the existing or proposed alignments. Temporary alignments will be required when the temporary pavement can not to be constructed up to the edge and elevation of the existing or proposed pavement, or does not follow the existing pavement profile. The Roadway Design Unit will design temporary alignments and details of the design will be part of the Roadway plans. The addition of temporary pavement may require installation of temporary guardrail, temporary shoring, and/or temporary drainage.

The Designer should make every effort to identify a need for temporary pavement and/or temporary alignments and contact the Roadway Design Unit as early as possible.